

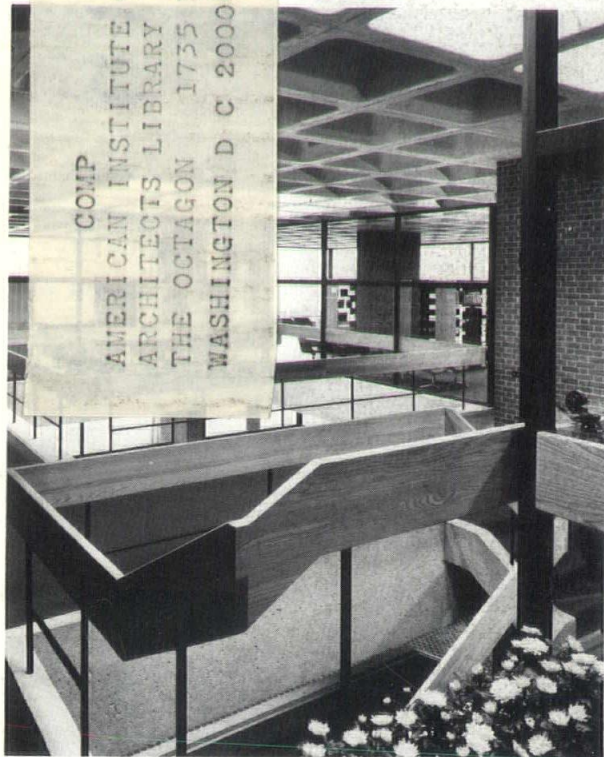
new england

# Architect

INCLUDING N.H. ARCHITECTURAL REVIEW

November 1972

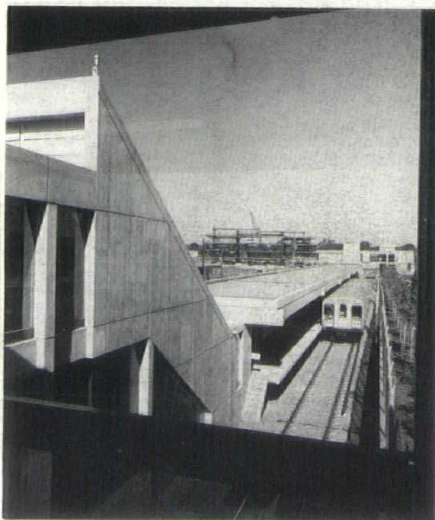
Benjamin Thompson & Associates



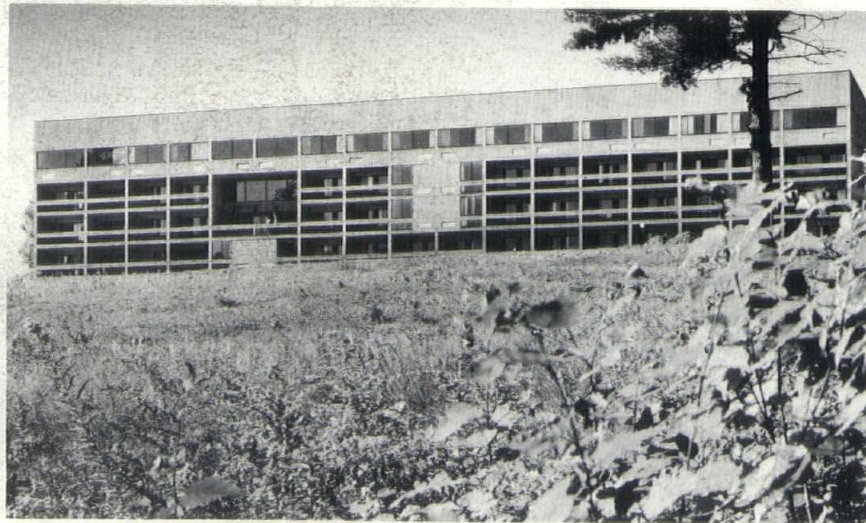
NEW ENGLAND INSTITUTE  
AIA COUNCIL  
HONOR AWARDS

NOV 21 1972

Stull Associates, Inc.



Sert, Jackson & Associates



Kenneth DeMay  
(Sasaki, Dawson, DeMay Associates)

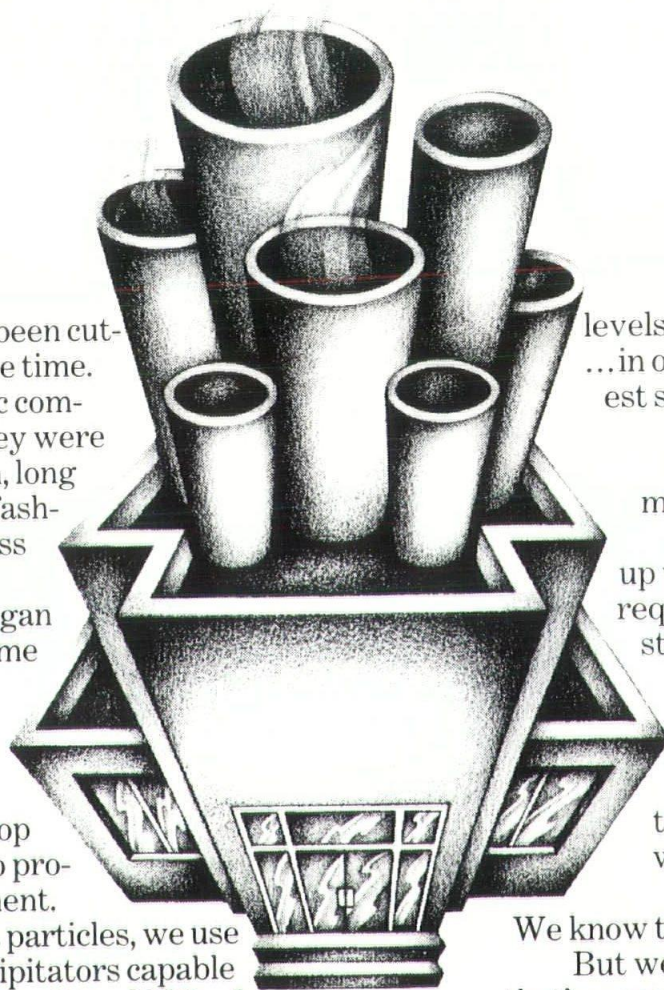


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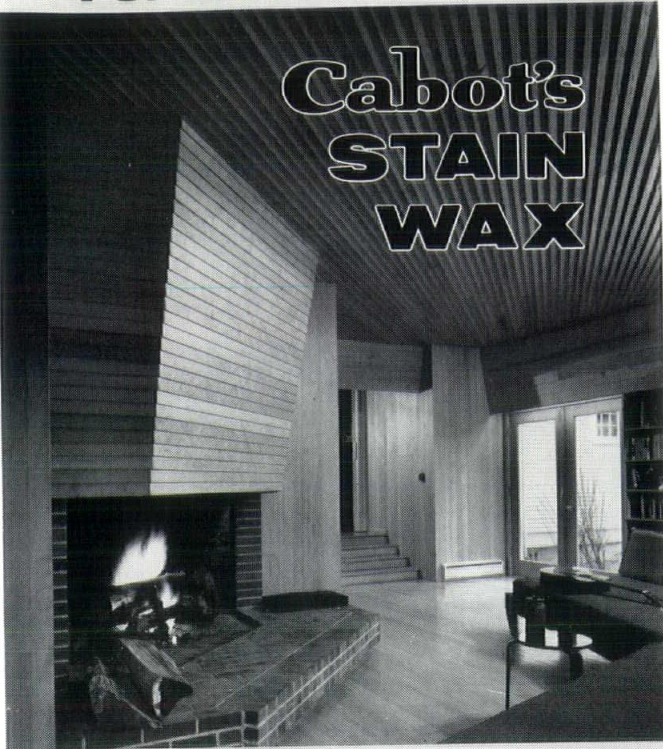


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## For Wood Paneling

# Cabot's STAIN WAX



Home in Tacoma, Wash.; Architect: Liddle & Jones, Tacoma, Wash.; Cabot's Stain Wax throughout.

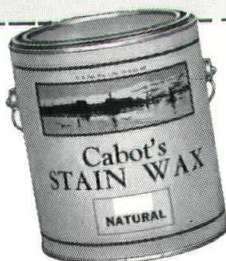
## Stains, Waxes, Seals in One Operation

The two interiors depicted here are the accomplishments of the same architectural team . . . one breathtakingly modern; the other warmly rustic. In both instances, Cabot's Stain Wax was specified for the interior finish. Suitable for all types of wood, Cabot's Stain Wax protects the wood, enhances the grain, combines the pleasing color of a stain finish with the soft luster of a wax.



Cabin on Mt. Rainier, Wash.; Architect: Liddle & Jones, Tacoma, Wash.; Cabot's Stain Wax throughout.

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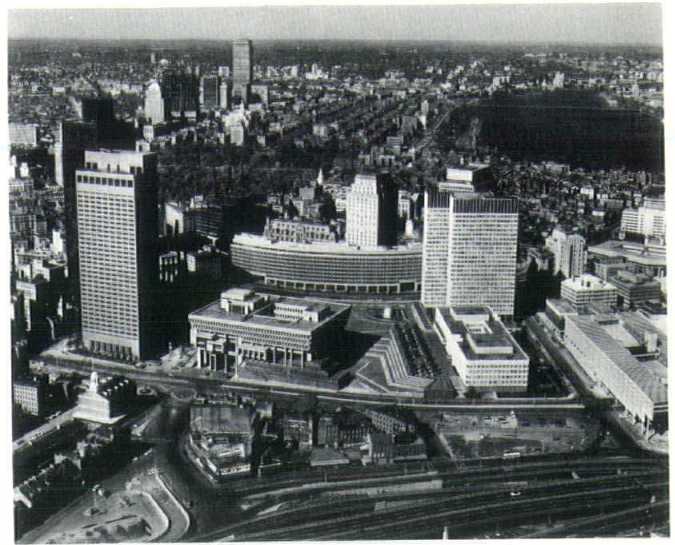
Send color card on Cabot's Stain Wax.

Send new Cabot handbook on wood stains.

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## NOTES & COMMENTS

### Boston Receives AIA Citation For Excellence in Community Architecture



Boston Government Center, a 60-acre complex of government facilities, private office and commercial structures, and extensive pedestrian areas, has won for that city a special commendation from The American Institute of Architects.

The Board of Directors of the 24,000-member national professional society has selected Boston for an Institute Citation for Excellence in Community Architecture in recognition of its "profound social, economic, and aesthetic achievements" in creating the Center.

The citation, which was presented October 14th during the annual meeting of the New England Council of Architects, a component of the Institute, calls the Center "a model of how urban renewal, when imaginatively conceived and carried out, can bring new vitality and beauty to a city." It commends especially John F. Collins, Mayor of Boston from 1960 to 1968, Edward J. Logue, Director of the Boston Redevelopment Authority from 1960 to 1967, and architect-planner I. M. Pei, the Center's chief planner, "whose inspired leadership at the decisive moments assured the high quality of the development."

Now 90-per-cent complete, the Center occupies the site of the former Scollay Square, a notorious, run-down slum area. Its planning, which began in the mid-1950s with the active support of the business community, was placed in the hands of the Boston Redevelopment Authority in 1960. The Authority, which had just been reorganized to include both renewal and planning, commissioned Pei to produce a working master plan for the complex. The plan called for several new buildings and newly developed open spaces, as well as the preservation of distinguished old buildings and their conversion to new uses.

In 1962, a nationwide architectural competition was held to determine the design of the Center's focal point, the new City Hall. The winning design,

(Continued on page 4)

New England Architect



*new england*

# Architect

INCLUDING N.H. ARCHITECTURAL REVIEW

November 1972

Volume 3

Number 5

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Photo Credits: Aerial Photos of New England, page 2; Wayne Soverns, Jr., pages 5-7; Ezra Stoller, 8-11, 13 (lower), Cover (Amherst College Music Center); Stephen Rosenthal, 12 (upper) & 13 (upper), Cover (Village Park & North Quincy Station), 14-17, 18-20; Phokion Karas, Cover (Brickyard Mountain Inn) and pages 21-25.

### Editorial & Sales Office:

Three Sheafe Street  
Portsmouth, N.H. 03801  
Telephone: 603-436-4503

Published monthly by the  
Walsh Publishing Corporation,  
Three Sheafe Street Ports-  
mouth, N.H. 03801. No article  
appearing in this issue may be  
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Controlled circulation postage paid  
at Portland, Maine. Postmaster:  
Please send Form 3579 to  
NEW ENGLAND ARCHITECT,  
P.O. Box 900, Portsmouth, N.H.  
Fifty Cents A Copy  
Subscription: Five Dollars Per Year.

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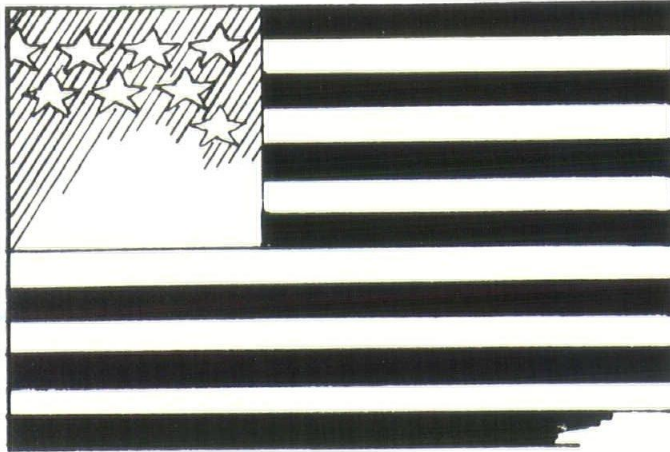
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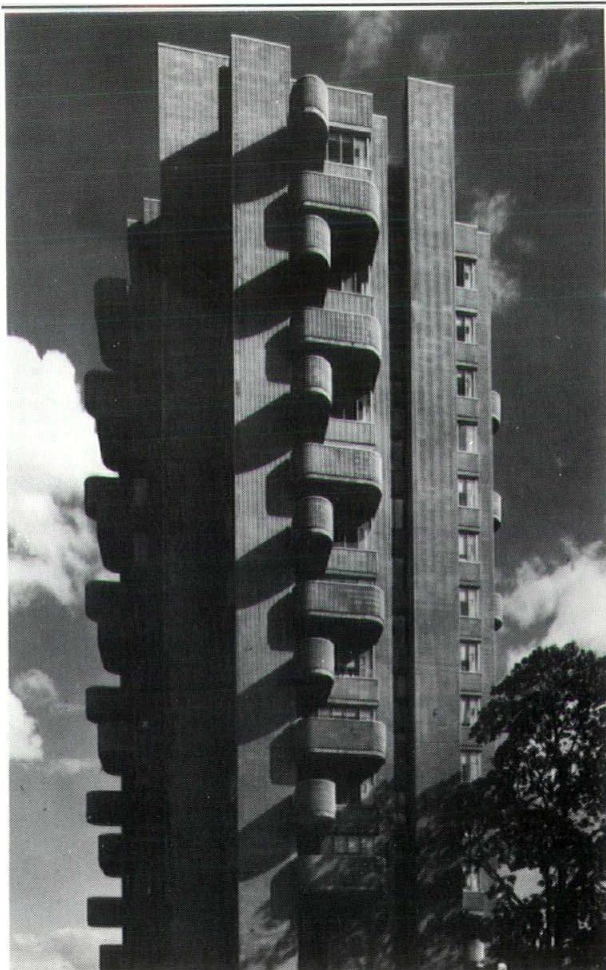
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306 Murphy Road, Hartford, CT 06114. TEL: (203) 527-1195

(Continued from page 2)

by Kallman, McKinnell and Knowles, received an Honor Award from The American Institute of Architects in 1969, a year after the building's completion. It was carried out in association with the firms of Campbell, Aldrich and Nulty, architects, and William J. LeMessurier Associates, structural engineers. Other major new buildings in the complex are the John F. Kennedy Federal Office Building, Center Plaza Office Building, New England Merchants National Bank Building, State Service Center, Government Center Parking Garage and Bus Terminal, Royal Globe /J.F. Kennedy Post Office Building, and Jewish Family and Children's Service Center. Among the historic buildings preserved within the Center or linked to it by new pedestrianways are Faneuil Hall, Old State House, Old West Church, and Sears' Block and Crescent.

The Center provides a landscaped pedestrian link between Beacon Hill and the Waterfront, and another between the State Service Center and Washington Mall, the entry point to the downtown retail core. All of these pedestrianways lead to City Hall Plaza, the crossroads of Government Center, which has become a popular place for activities ranging from noon-time picnicking and sunbathing to protest demonstrations and civic celebrations.

When the Government Center is completed, it will have entailed public and private investment of nearly \$300 million, increased the city's tax base some \$13 million, and provided new jobs for thousands of Bostonians.



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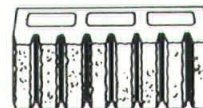
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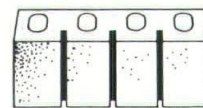
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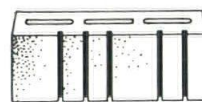
FLUTED



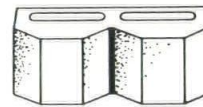
SPLIT RIBBED



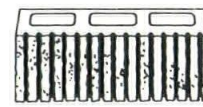
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New England Architect



# WILTON SENIOR HIGH SCHOOL

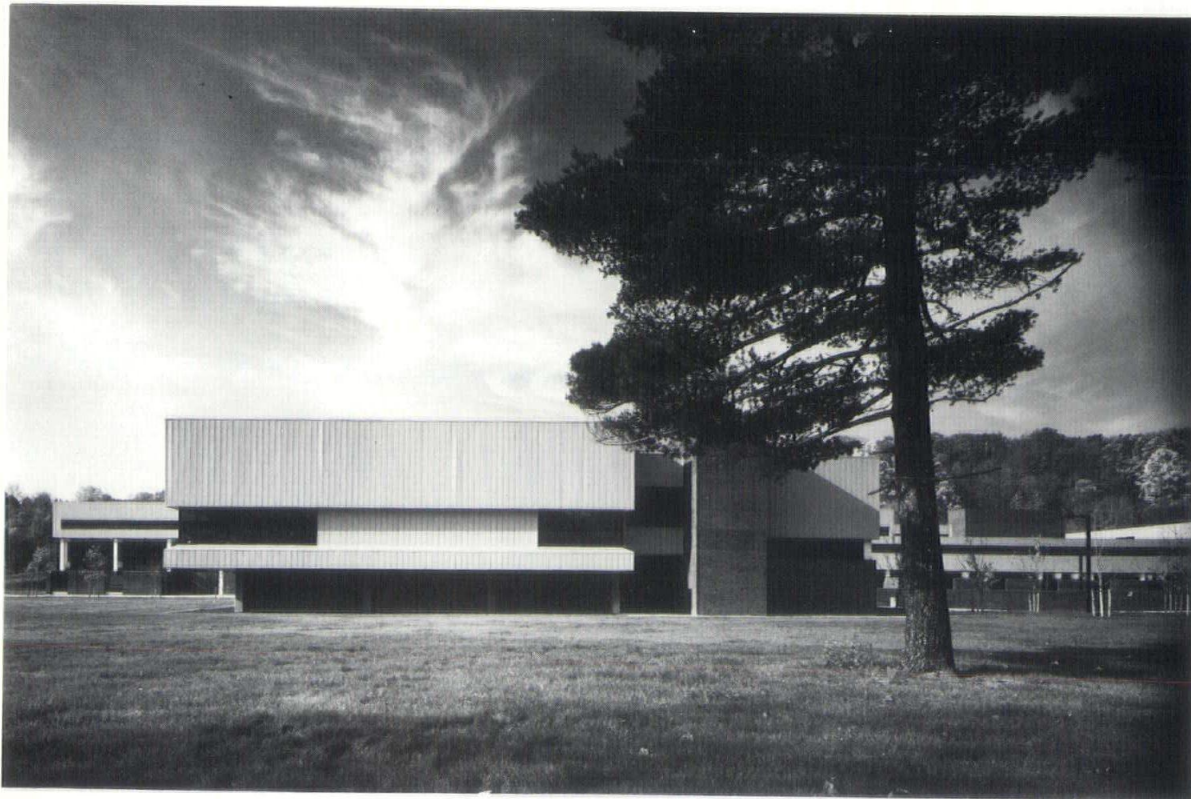
WILTON, CONN.

*Associated  
Architects:  
Schofield & Colgan  
New York City*

THE Wilton Senior High School was designed to have a vehicular scale as seen from the adjacent State highway at 40 miles per hour and a pedestrian scale as seen by the student on foot.

The main level of circulation and administration is the second floor. This puts the administration, library, cafeteria and teachers' offices all at the heart level of the three-story structure. A second floor

*Earl R. Flansburgh  
& Associates  
Cambridge, Mass.*





bridge connects the separate air-conditioned library structure and another bridge connects the locker rooms with the field house.

A main entrance stair in the three-story well under a large skylight provides access to the second floor central circulation space. A further series of skylights on the second floor illuminates the corridors from the third floor courtyards.

On the ground floor, are industrial arts in a unified art complex, home economics, science laboratories, and physical education. The major element of the physical education facilities is a 33,000-square-foot field house.

On the second level, in addition to the main administration and teachers' offices, are the library, the locker rooms for the physical education facilities, a dining area that uses vending machines instead of a serving line, and a variety of interchangeable classrooms.

On the third floor are additional interchangeable classrooms, together with six clusters of flexible classrooms that can accommodate seven, fifteen, twenty-five, thirty, fifty, or eighty students.

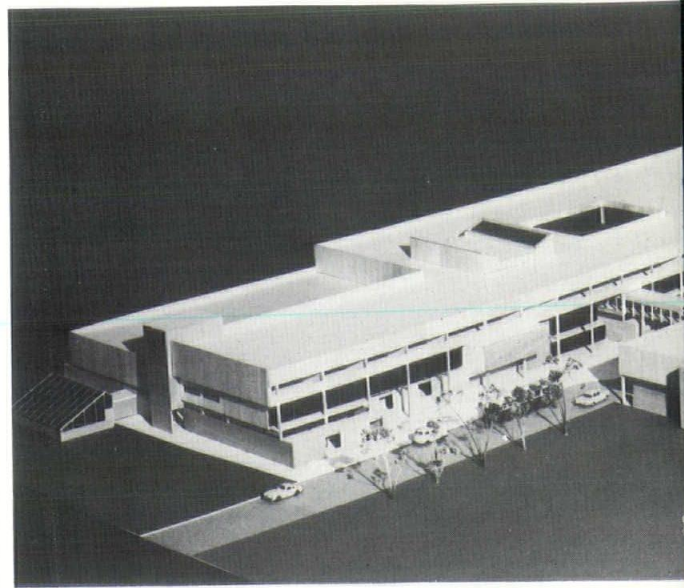
The library of the Wilton Senior High School is a facility that has an upper reading space that contains a reference area which places volumes no more than eighty feet from any student in the library.

In the core of the main school is a 300-seat theater. There is no auditorium in this school because there is a large auditorium in the nearby existing high school which has become a junior high school.

Projecting from the front of the ground floor is a second large group room seating 80 students. This space is for use primarily by the science department.

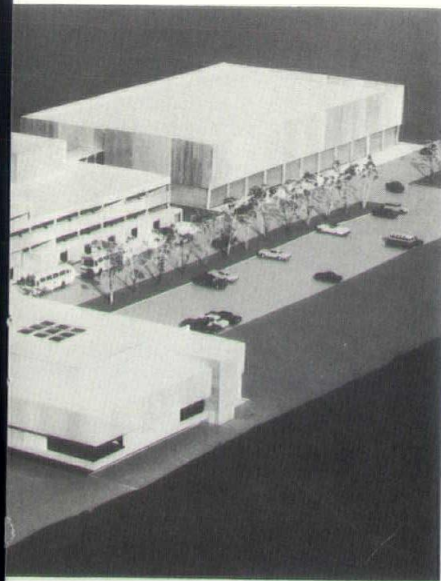
The building's structural system is composed of repetitive modules, using pre-cast and poured-in-place concrete. The exterior combines common brick and pre-finished metal paneling, both selected for their durability and easy maintenance. The selection of interior materials was based on aesthetic principles and long range ease of maintenance. Exposed brick and pumice block are used for most wall surfaces.

*Separate buildings for the library resource center and the field house are connected to the main school building by bridges.*

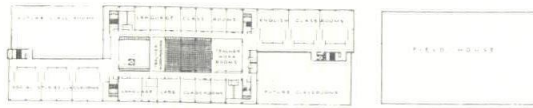


*In the library facility, is the heart of the school. In addition to books, tapes, etc., the library area houses the sophisticated dial retrieval system that connects every classroom with the library.*

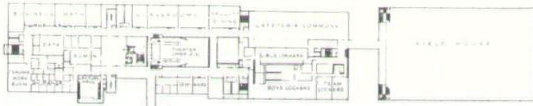




## FLOOR PLANS



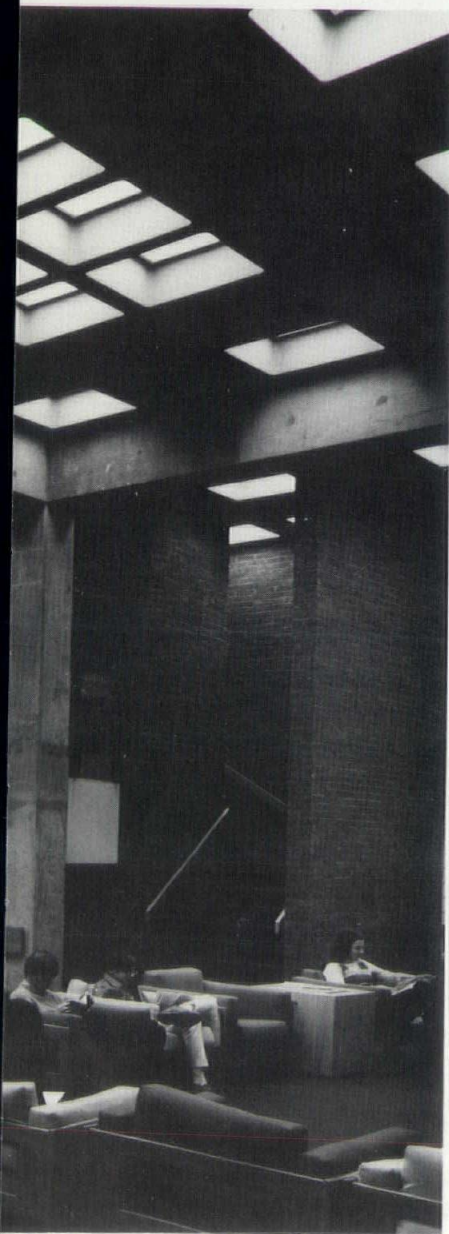
3rd  
FLOOR



2nd  
FLOOR



1st  
FLOOR



*View at right is toward bridge  
linking main building with  
resource center.*

November, 1972



# JAMES L. HANLEY



*An elevated student "street" or plaza was developed to serve as the binding element for the two schools with major approaches to the plaza via secondary pedestrian "streets."*

**T**HE program for the redevelopment of the James L. Hanley Education Center in Providence, R. I., which was issued as a design competition in 1963, had two basic aims: first, to replace the existing Classical High School with an all new facility and to renovate and add to the existing Central High School; second, to stimulate the existing substandard and depressed

downtown area of Weybosset Hill into a renovation of its commercial properties. It called for a new Classical Central High School for 1200 students with space requirements for academic departments, music, physical education, an auditorium for 700, cafeteria, administrative spaces, as well as other non-teaching areas. The Central High School program called for an addition of a



# EDUCATION CENTER

PROVIDENCE, RHODE ISLAND

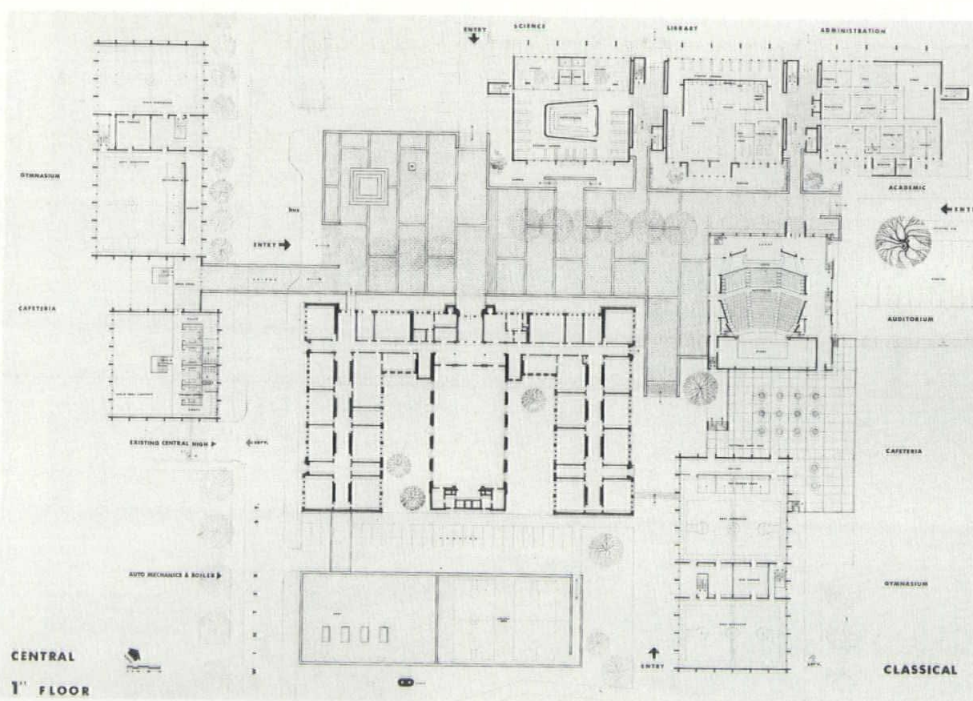
*Architect: The Architects Collaborative  
Cambridge*

*Principal in charge: John C. Harkness*

*Associate in charge: David G. Sheffield*

*Associate Architects: Harkness & Geddes  
Providence, R.I.*

*Principal in charge: Albert Harkness*

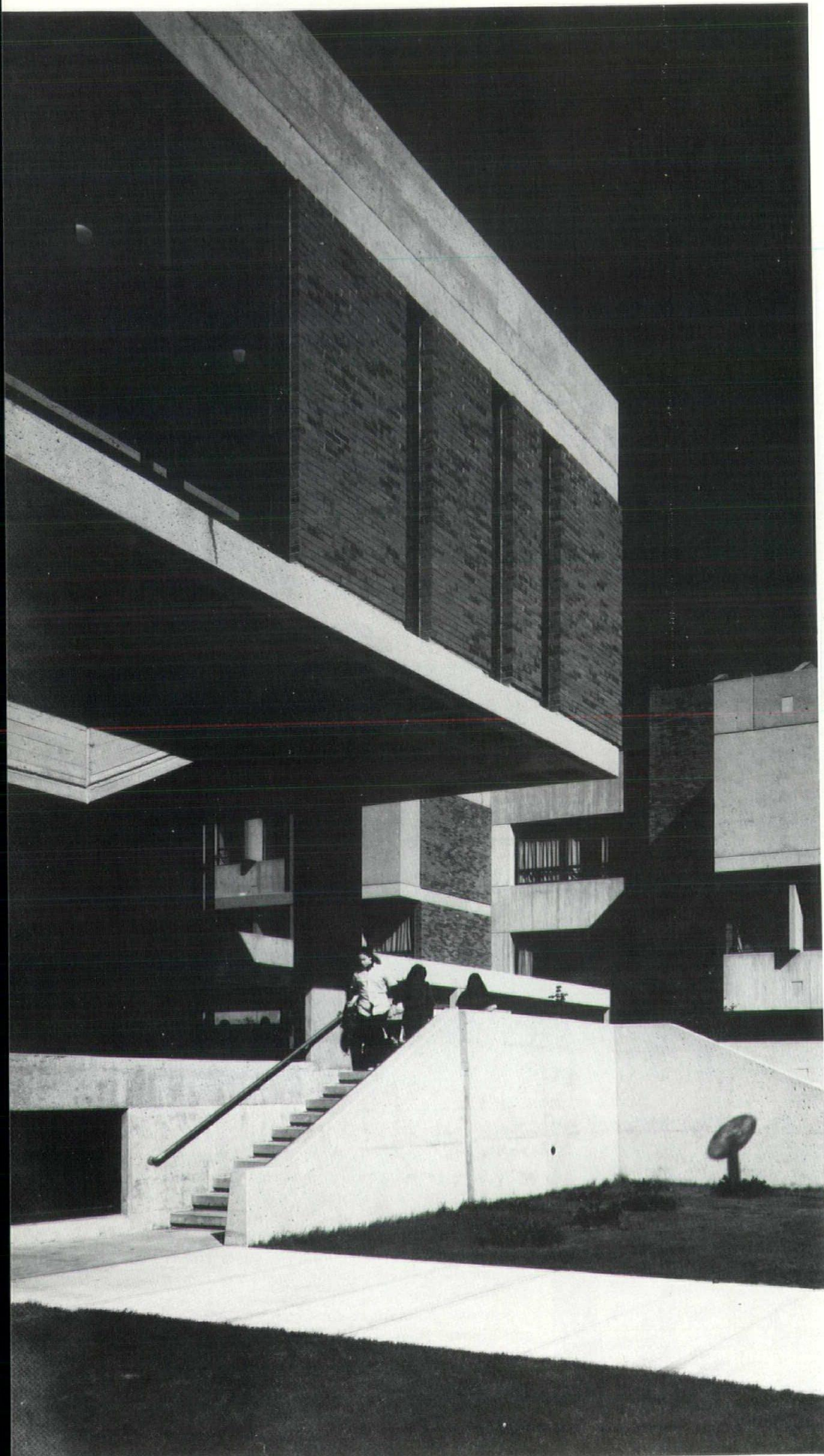


The three blocks of the Classical academic buildings are linked to the plaza via two bridges from two common service and circulation cores.

The secondary pedestrian "streets" extend to the edge of the site on the north, south, east and west to bring students into the complex and to encourage the neighborhood public to pass through the campus on their way to and from the downtown area.

Separate gymnasiums for Classical High School and Central High School contain locker facilities, boys' and girls' gymnasiums, exercise rooms and related services. Spectator capacity in each gymnasium is five hundred persons.





new gymnasium, cafeteria and auto mechanics' shops.

The construction contract was awarded in 1966; the project was completed in 1970.

Because the two schools had strong but differing traditions (Classical's being primarily college preparatory and Central's business and trade-oriented), a combined campus approach was taken by The Architects Collaborative of Cambridge, Mass., whose winning design included an elevated plaza, reached by secondary pedestrian ways.

The plaza, sheltered from city activity by its elevated, interior siting, is equipped with a fountain, kiosk, and benches for relaxation. The extensive use of planting, as well as brick pavers, intensifies the quiet campus atmosphere while pedestrian "streets" extending to the edge of the site, bring students into the complex and encourage the neighborhood public to pass through on their way downtown.

The treatment of the paving surface is broom-finished concrete with brick paver dividing strips; this brick and concrete treatment leads the pedestrian up to the plaza level where the textures and colors intensify and are expressed on the buildings themselves.

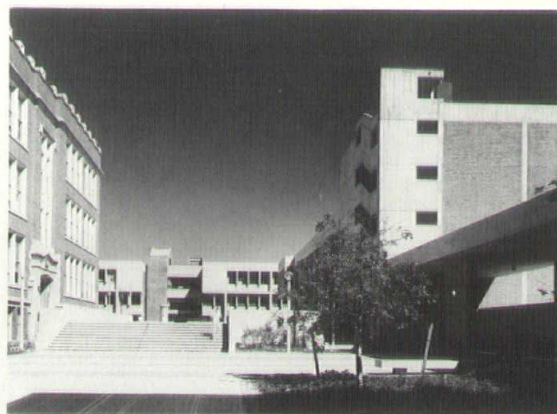
Street trees surround the campus. At all abutting intersections a landscape character has been created to establish firmly a campus feeling. The trees and plant materials also lead inward to the central space and culminate their expression on the plaza level. The lower courts are treated as small scale garden areas, as they are viewed primarily from within the first floor of the buildings.

The playfields are held to the outside of the property and are separated from the center campus by the Classical High School gymnasium and the Central High School gymnasium. The unfenced character of the playfields contributes green space to the adjacent neighbors and after-school space to their children.

The three blocks of Classical's academic buildings are linked to the plaza by bridges from two common service and circulation cores. The center of each block is a carpeted sub-library/resource center with room for individual study carrels. The bulk of the classrooms on the second and third floors of the aca-



*The structural system for the classroom blocks is long span one way ribs poured-in-place post-tensioned, spaced 6'6" o.c.*



*The Classical High School Auditorium (above) directly opposite side entrance to Central High School, seats seven hundred and has a fully rigged and flown stage which will serve students and community functions. The roof of the adjacent cafeteria is an extension of the plaza serving as pedestrian space overlooking the Providence skyline.*

ademic blocks surround these central cores.

Heating of the second and third floors of the academic blocks, which house the bulk of the classrooms, is by unit ventilators. The step-back design of the building allows fresh air to be brought in from below each floor rather than at the face of the building. Vertical slots between the post-tensioned ribs at the spandrel make fresh air available for the entire length of the facade, thus, allowing complete flexibility in the location of unit ventilators at present and for any future renovations.

The visual focus of the plaza is a 700-seat auditorium adjacent to a cafeteria, itself an extension of the plaza that serves as pedestrian space overlooking the Providence

skyline. The auditorium, whose fully rigged and flown stage serves both student and community functions, uses a rich natural wood and painted-panel ceiling that combines acoustic treatment and lighting.

Separate gyms were built for both schools with locker facilities, exercise rooms, and related services. A new Vocational Building, not part of the original competition, was added to the complex and completes the campus both functionally and aesthetically.

Poured-in-place concrete using column and slab systems appears primarily throughout the complex, with exteriors sandblasted or occasionally left with the imprint of rough board forms. Particularly long spans in the academic blocks pre-

pare for future educational needs and flexibility while the old brick Central High School is reflected in the use of brick infill panels of a similar quality.

By extending a vital educational tradition in the context of new urban amenities, a central city area has been encouraged to regain its place as a focus of commercial and community activity.

Structural Engineer: Souza & True, Cambridge, Mass.

Mechanical Engineer: Francis Associates, Marion, Mass.

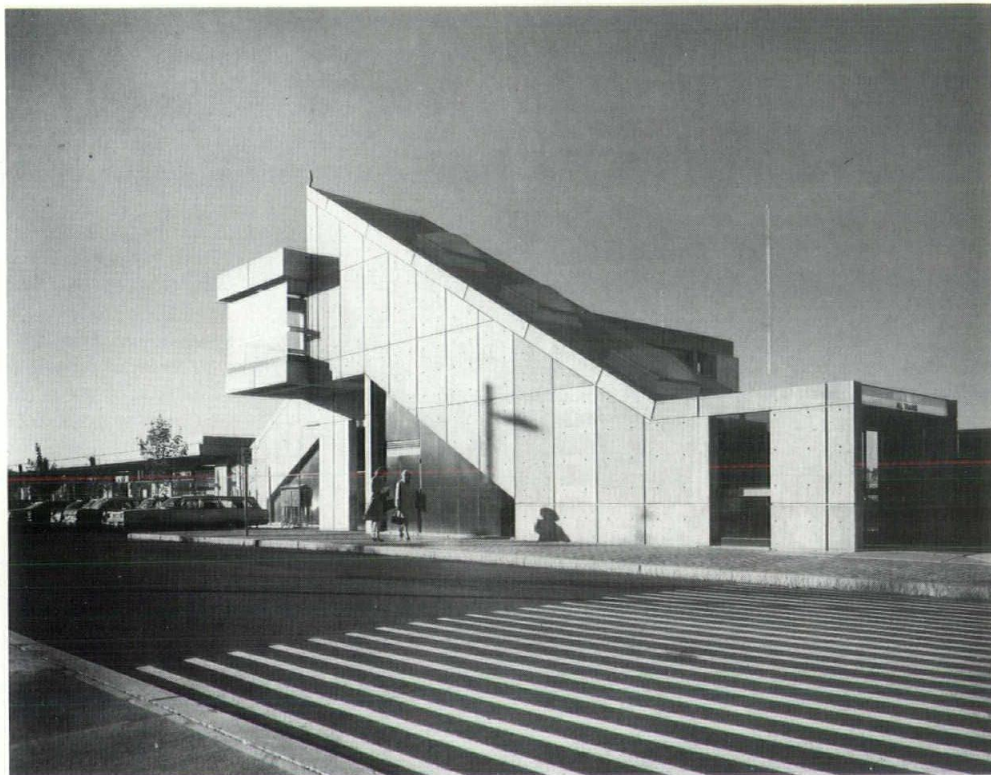
Plumbing Engineer: Kiley-Irza, Providence, R. I.

Electrical Engineer: Morris Staller, Cranston, R. I.

General Contractor: Dimeo Construction Company, Providence, R.I.



# FOUR BAY STATE FIRMS WIN REGIONAL AIA AWARDS



North  
Quincy  
Rapid  
Transit  
Station

**F**OUR Boston architectural firms have been selected for Honor Awards by the New England Regional Council of the American Institute of Architects. They are New England's highest professional recognition for architectural excellence.

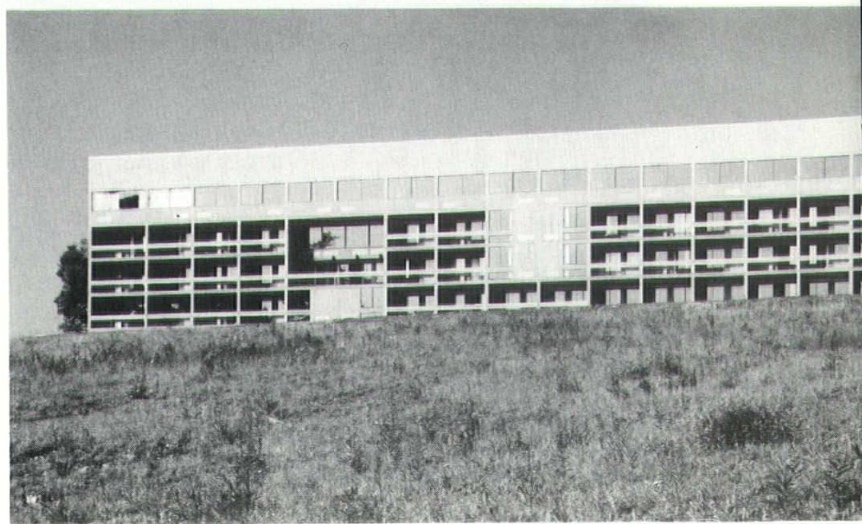
The Awards were presented during the New England Regional Conference of the AIA in Boston October 13-15, to the following firms:

**Kenneth DeMay (Sasaki, Dawson, DeMay Associates)** for the Brickyard Mountain Inn in Weirs Beach, N.H., (featured on pages 21-25).

Principal in Charge: Richard Galehouse.

Project Manager: Dix Campbell.

Project Designer: Stan Fink.



Brickyard Mountain Inn





Village Park Townhouses



Amherst College Music Center

Interior Designer: Timothy Chubbuck.

Client: Brickyard Mountain Corporation.

Structural Engineer: LeMessurier Associates.

Mechanical and Electrical Engineer: Francis Associates.

Contractor: John B. Deary.

**Sert, Jackson and Associates, Inc.** for North Quincy Rapid Transit Station in North Quincy, Mass., (featured on pages 18-20).

Owner: Massachusetts Bay Transportation Authority.

Civil Engineers: H. W. Moore & Associates.

Structural Engineers: Nichols, Norton & Zaldastani, Inc.

Mechanical Engineers: Shooshanian Engineering, Inc.

Electrical Engineers: Verne G. Norman Associates, Inc.

General Contractor: J. F. White Contracting Company.

**Stull Associates, Inc.**, for Village Park Townhouses in Amherst, Mass., (featured on pages 14-17).

Structural Engineer: Souza & True.

Mechanical Engineer: Samuel Lesburg Associates.

Electrical Engineer: Goodall Shapiro Associates.

Landscape Architect: Shurcliff, Merrill & Footit.

General Contractor: Daniel O'Connell's Sons.

**Benjamin Thompson & Assoc. Inc.**, for Amherst College Music Center in Amherst, Mass., (featured in BAY STATE ARCHITECT December '69).

Principals in Charge: Benjamin Thompson and Thomas Green.

Construction Supervision: Albert Parsons.

Interior and Furnishings: Benjamin Thompson & Assoc. Inc.

Client: Amherst College.

Structural: LeMessurier Associates Inc.

Mechanical and Electrical: Francis Associates.

Landscape: Carol R. Johnson Associates.

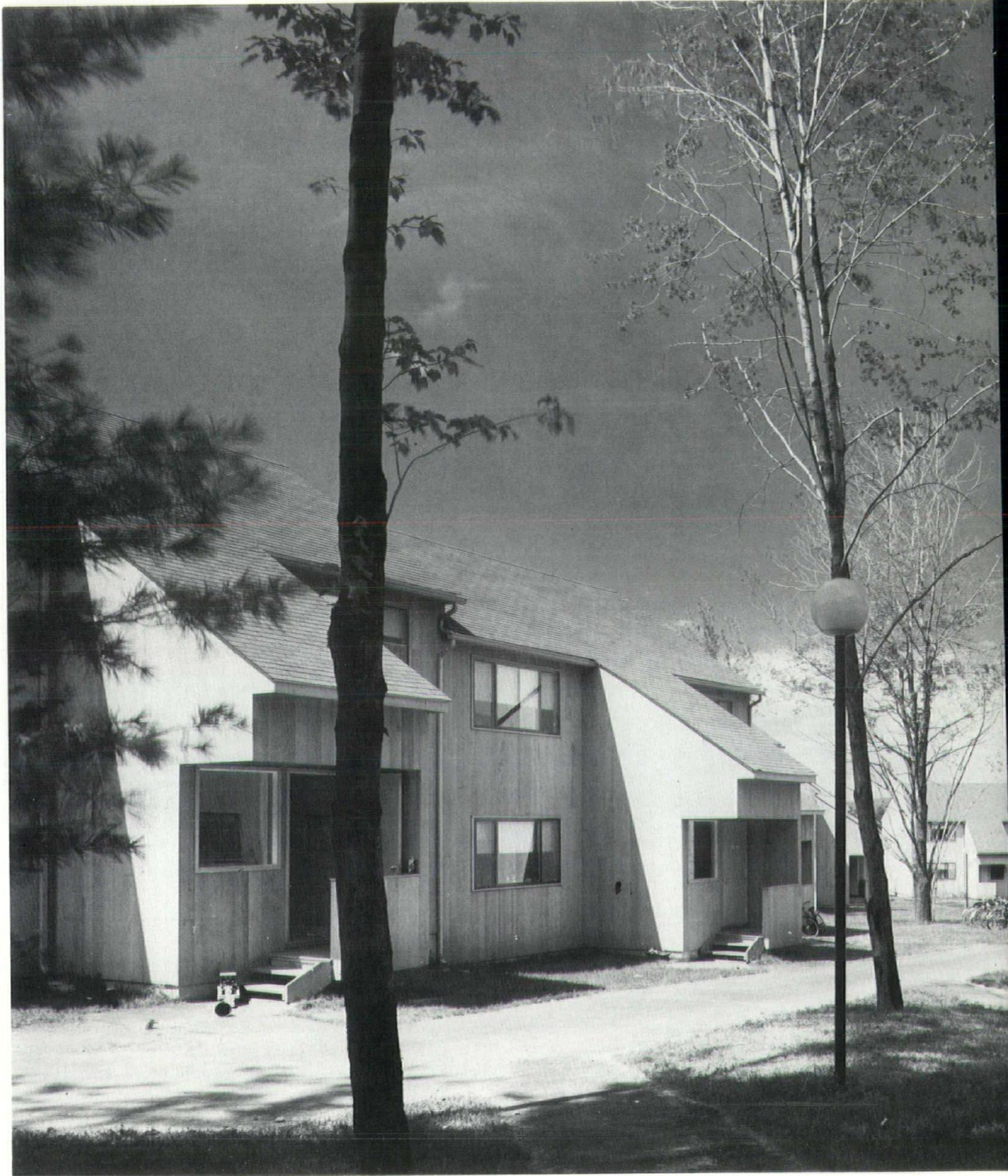
Acoustics: Bolt, Beranek and Newman Inc.

General Contractor: Daniel O'Connell and Sons Inc.



# VILLAGE PARK

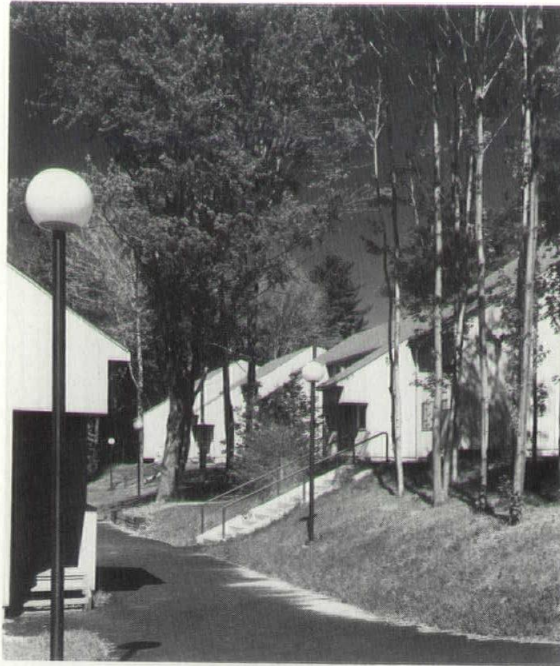
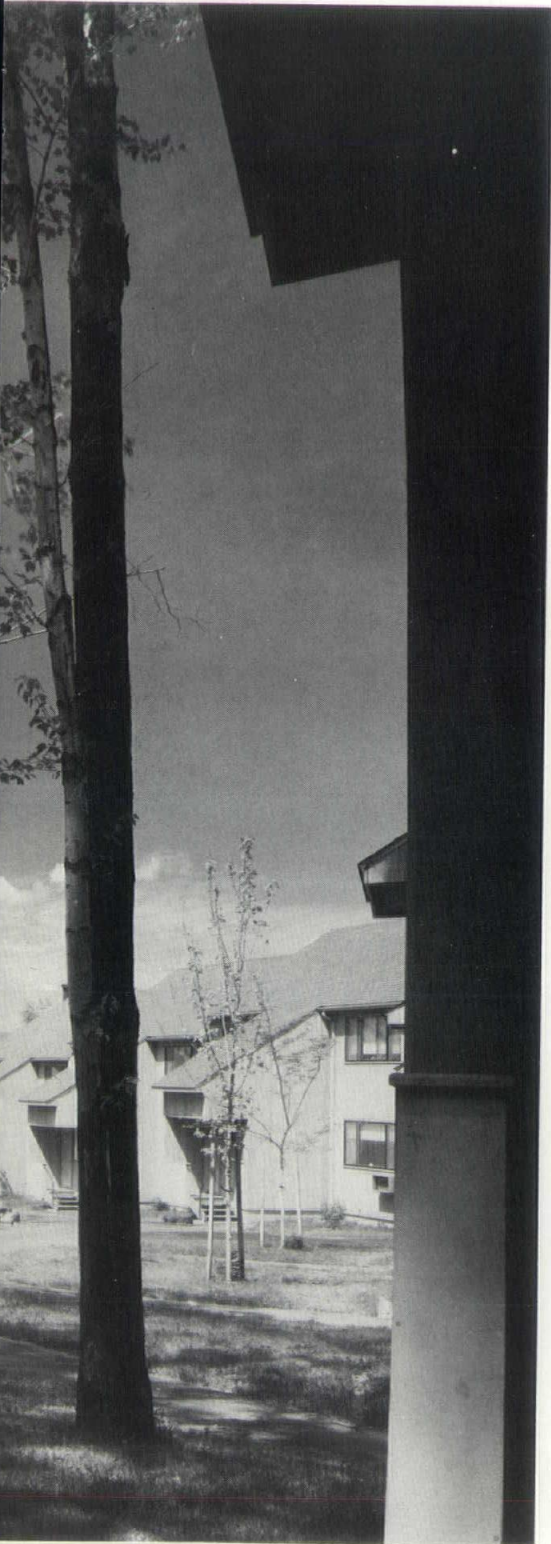
AMHERST,





MASS.

## HONOR AWARD



*To avoid major site work on the steep site, each building is graded as a small terrace.*

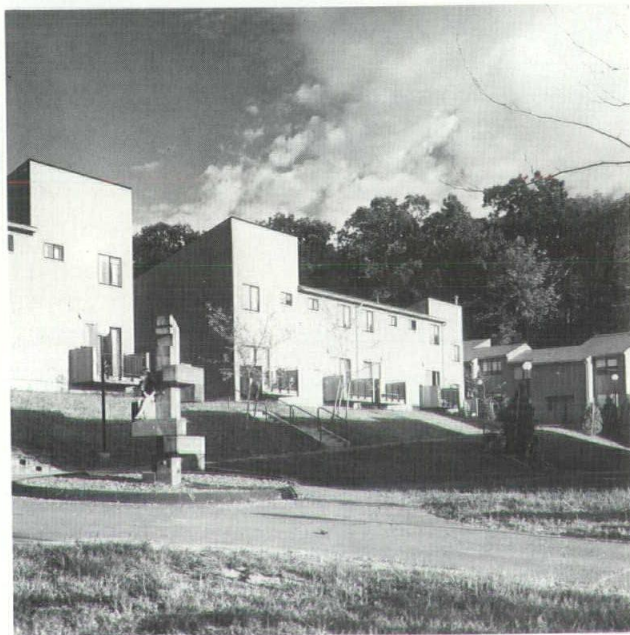
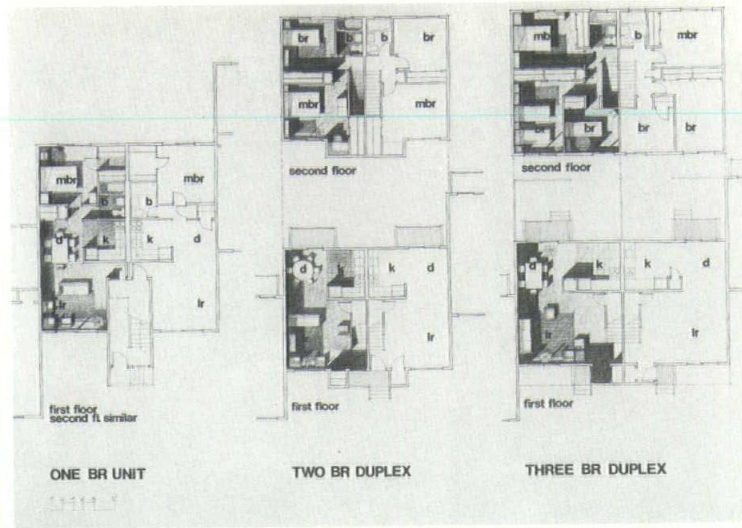
THE site is 42 acres of woodland and meadow in a small town which has grown drastically as the home of a major state university as well as several smaller liberal arts colleges. This submittal is the first phase of the two-phase development shown on the site plan. The land slopes east and west (averaging a 10% slope) from a central hill top.

The first phase consists of 200 one, two and three-bedroom units. Density is based on a town maximum of ten units per acre and a 150% parking requirement. One major planning objective was to minimize the impact on the land and its surroundings, maximizing conservation of natural amenities. The site was planned to concentrate the housing and parking with as much building

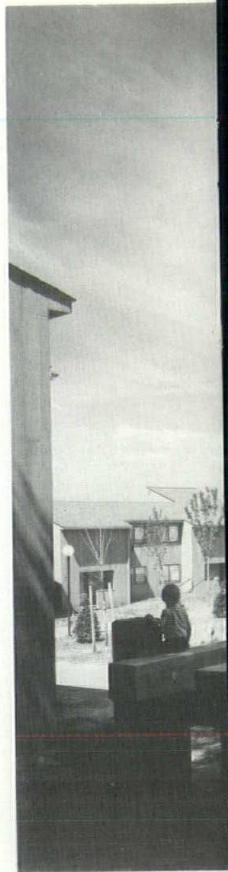
**STULL ASSOCIATES INC. ARCHITECTS**  
431 MARYBOROUGH STREET  
BOSTON MASSACHUSETTS 02116



*The first phase consists of 96 one-bedroom units, 94 two-bedroom units, and 10 three-bedroom units.*



*The terracing and the buildings create warm sun pockets on the slope, extending its usable time in the sometimes harsh climate.*





*A pedestrian street, separate from vehicular circulation and terraced between buildings connects the entire project.*



as possible done in the already open meadow to preserve extensive natural forested areas. To avoid major site work on the steep site, each building is graded as a small terrace rather than creating large "buildable" areas with a bulldozer.

To optimize the fine views (5-10 miles) to the west, the units are generally oriented to the west with parking up the hill to the east of the units. An automobile loop connects the parking areas and the main road with the one bedroom units within the loop. The two and three bedroom townhouses (units housing children) are outside the loop and have direct access to play areas and preserved open space without crossing streets.

A pedestrian street, separate from vehicular circulation and terraced between buildings connects the entire project. The path is carefully designed to provide a variety of experiences and views with buildings, ground forms and grading, play areas, amphitheatres, seating areas, and colorful paving graphics creating a number of special "places" along it.

The terracing and the buildings also create warm sun pockets on the slope, extending its usable time in the sometimes harsh climate. It is hoped that the "pedestrian street" will become an often used lively social instrument, something special which will bring the new community together.

Construction is standard wood-frame type although all walls were prefabricated and all remaining lumber pre-cut and shipped to the site ready for erection. Cedar T&G siding ties the building into its natural setting.

The entire southern boundary of

the site is a cemetery; the northern boundary is student housing, the western boundary is a main street to the town center and the university, and the eastern boundary is a seldom used railroad track and woodland.

The need for moderate income housing grew out of the expansion of the university; as enrollment increased, pressures on the housing stock drove rents and real estate costs beyond the means of many of the support staff of the university as well as other moderate income families of the town. Additionally, as the university grew, the need for support staff increased, compounding the problem.

A community group, recognizing the housing difficulties, sought a developer and an architect to work with them to develop the first FHA 236 project in the town. As the town has no apartment zoning, each proposed project is subject to approval by a zoning board of appeals with public hearings. Extensive meetings were held with the community group and representatives of the town as well as FHA reviewers, a collaborative process which gradually refined the design.

Project Architect: John Olson.

Assistant Designer: Jim Vellece.

Owners: Interfaith of Amherst and Development Corporation of America.

General Contractor: Daniel O'Connell & Sons, Holyoke, Mass.

Structural Engineer: Souza & True, Cambridge.

Mechanical Engineer: Samuel Lesburg Associates, Boston.

Electrical Engineer: Goodall Shapiro Associates, Boston.

Landscape Architect: Shurcliff, Merrill & Footit.



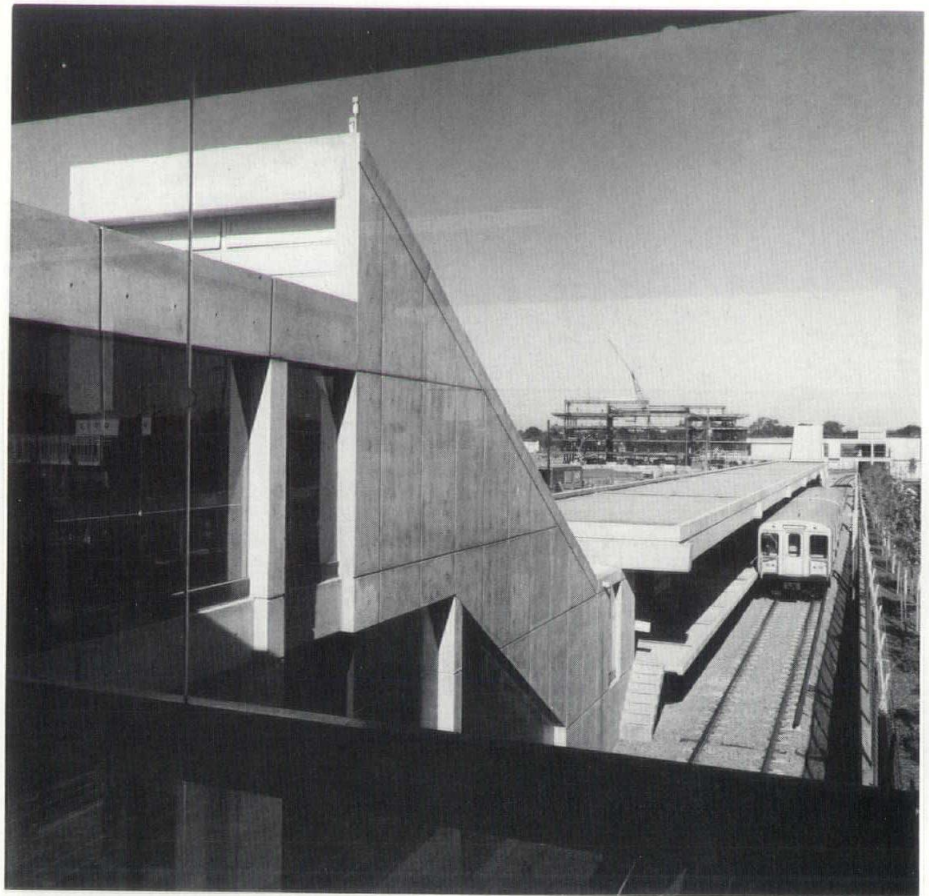
# NORTH QUINCY STATION





NORTH QUINCY, MASS.

HONOR AWARD



**N**ORTH Quincy Station is one of three stations on the new extension of the South Shore MBTA line to Quincy. Like the other stations on this line, it is primarily intended to serve numbers of Boston-bound commuters arriving by private automobile and by a collector system of buses. Since it was planned, this station has helped to trigger an important office development in the area, which will in time attract a reverse flow of commuters from the central city.

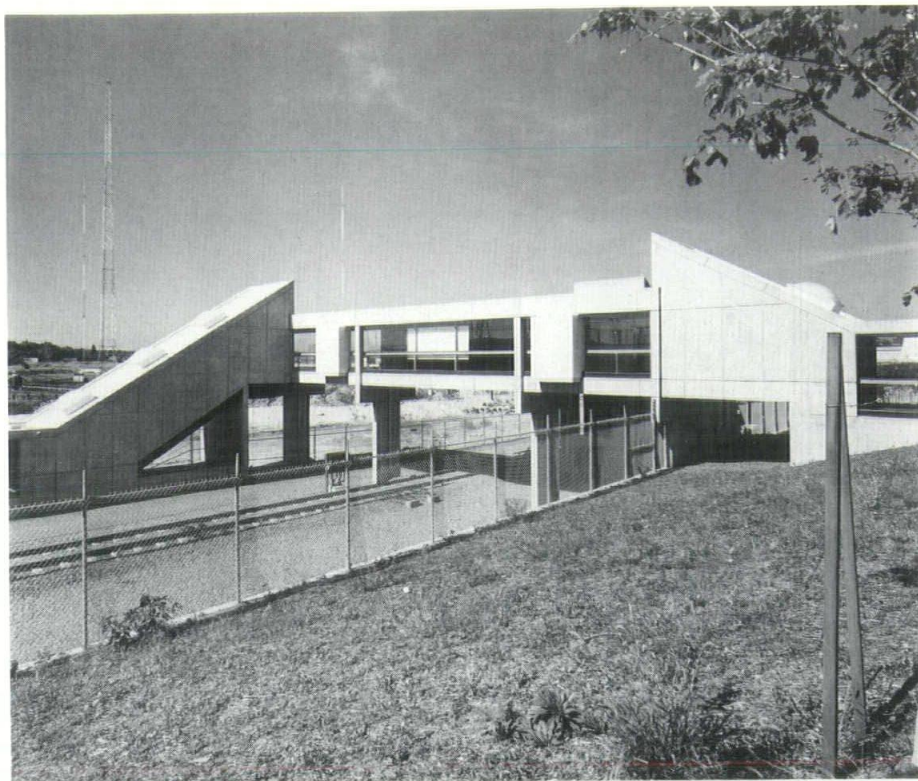
The station is located on the edge

of the Neponset marshes in land previously devoted to mixed commercial uses. It has entry stairs and lobbies on both the north and south ends of a platform located between the inbound and outbound rapid transit lines and designed to receive six-car trains. In addition to the transit tracks, space has been provided in the right of way for a third track for freight service.

Because a rapid transit station presents difficulty in maintenance and danger of abuse, it was necessary that it be built of very durable

*Sert, Jackson & Associates, Inc.  
Cambridge, Mass.*





and resistant materials. Poured concrete is a major structural framing material and was used for the enclosing walls of the stair and escalator towers. Platform decks and canopies were formed of pre-stressed precast concrete sections. The glazed portions of the building are enclosed with frameless toughened glass and other areas are clad with porcelain-enameled steel panels. The interior surfaces of the lobby and stairway structures have brick paved floors and steps, and the walls are finished with a glazed brick especially developed by the architect for use on rapid transit projects.

The architects designed the station to be fully consistent with the previously developed standards for graphics and color coding, but still were able to create a station with its own unique character.

The station is planned to be approached by car from both east and west sides of the tracks and will have parking for over 1,000 cars when the future parking lot to the west of the tracks is completed. An entry from West Squantum Street permits MBTA buses to enter the site and to discharge passengers beneath a protective canopy for transfer to the rapid transit facility.

The MBTA was pleased by the speed of erection achieved by the combined use of in-situ and precast concrete. This enabled work in the track bed and related areas to proceed unhindered. The Authority is contemplating replication of this station type in other locations.

Owner: Massachusetts Bay Transportation Authority.

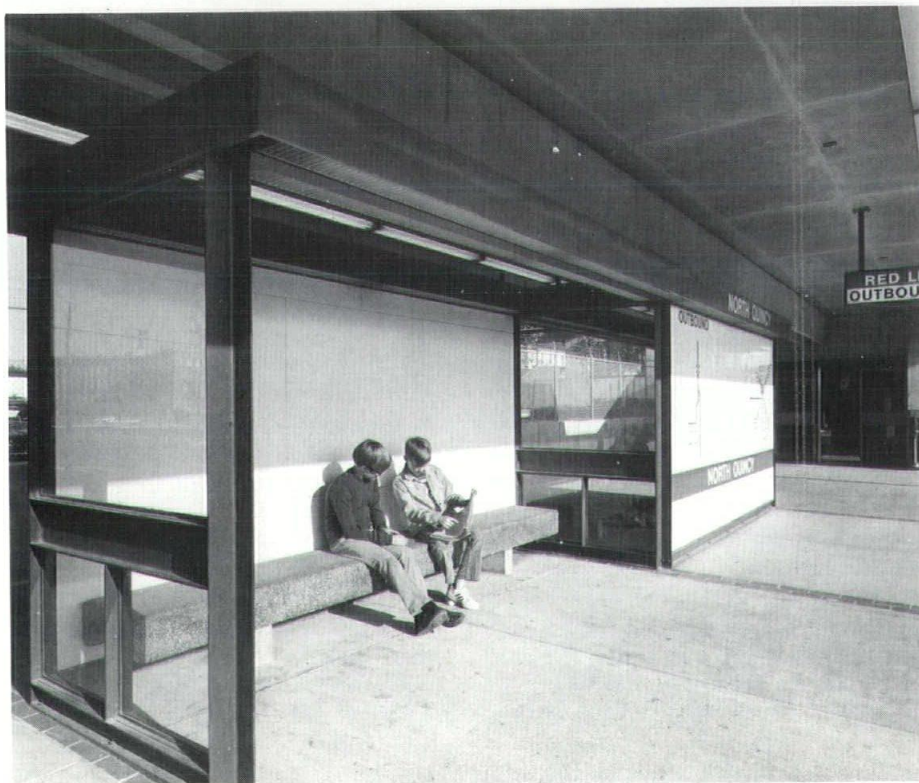
Civil Engineers: H. W. Moore & Associates.

Structural Engineers: Nichols, Norton & Zaldastani, Inc.

Mechanical Engineers: Shooshanian Engineering, Inc.

Electrical Engineers: Verne G. Norman Associates, Inc.

General Contractor: J. F. White Contracting Company.

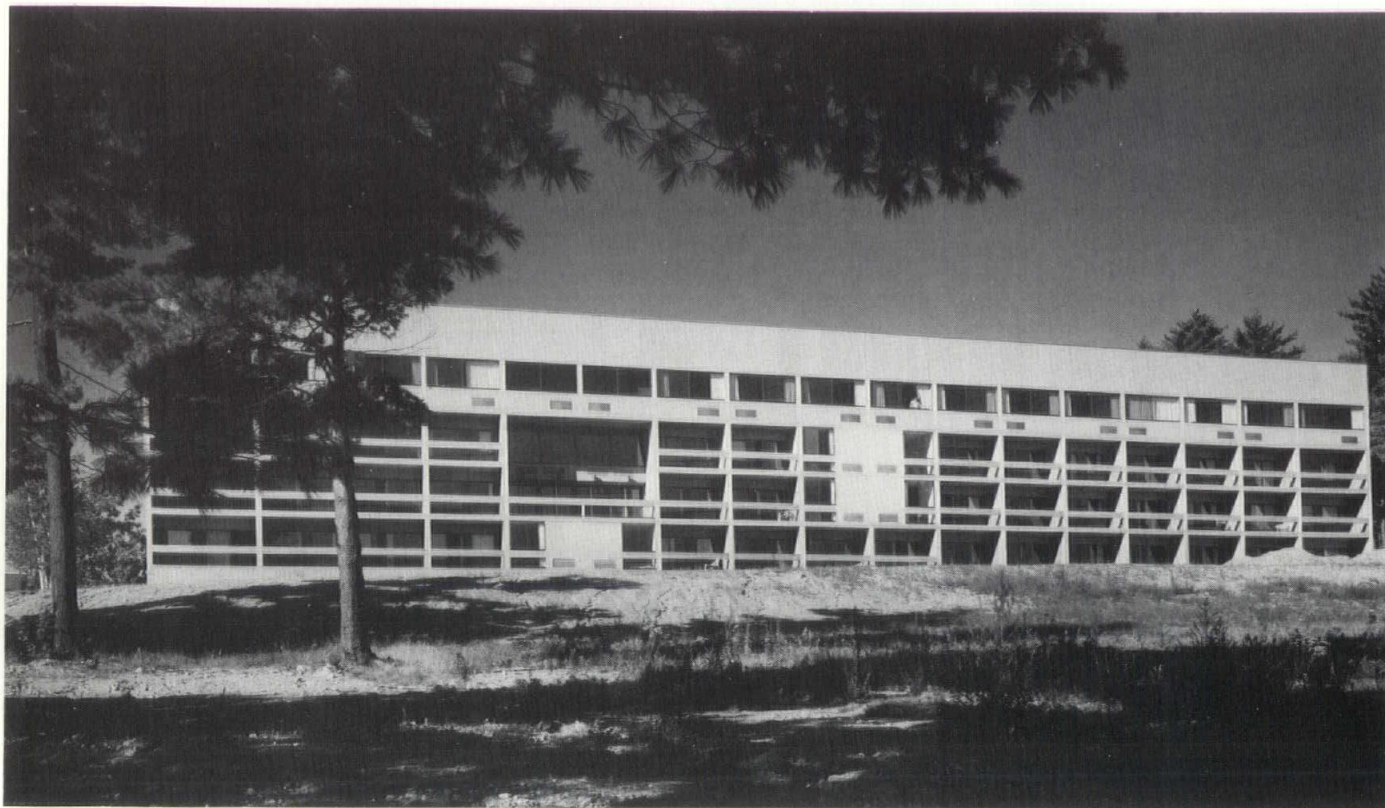
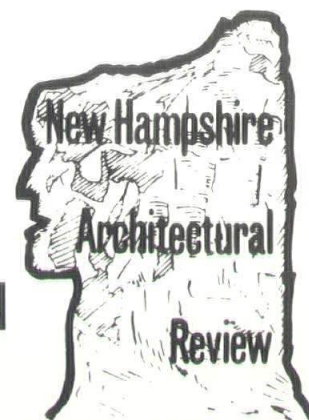




HONOR AWARD

# BRICKYARD MOUNTAIN INN

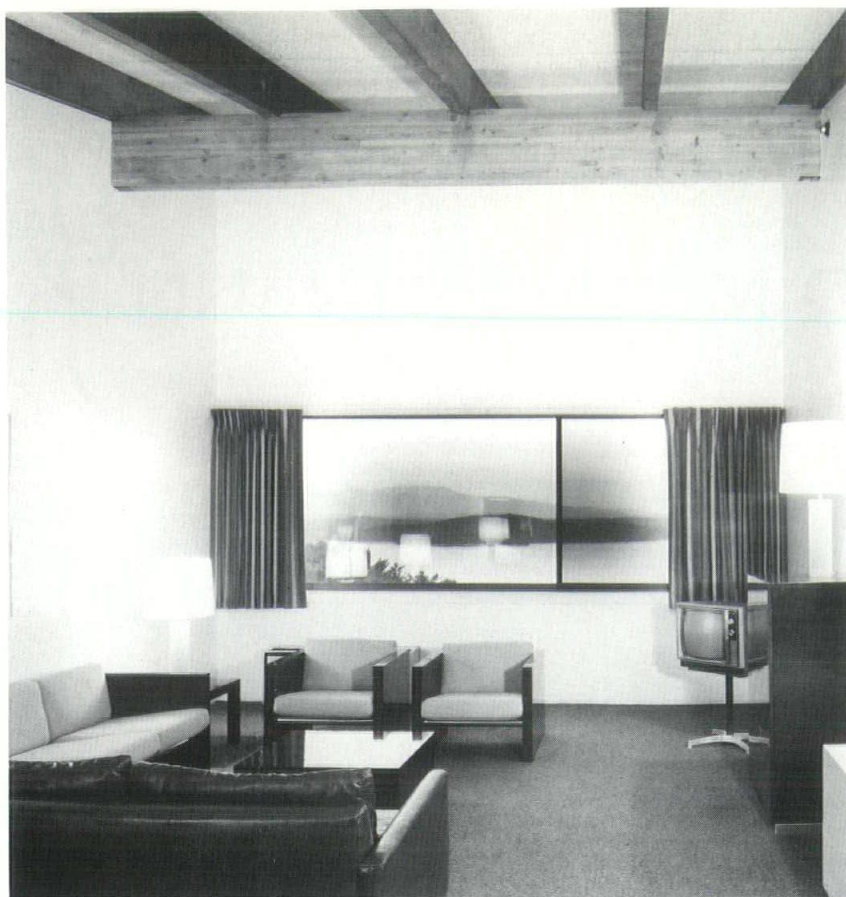
WEIRS BEACH, N.H.



*Kenneth DeMay*  
(*Sasaki, Dawson, DeMay Associates*)  
*Watertown, Mass.*

THE Inn is the first phase implementation of a master plan. Dining and function rooms presently provided in the existing hotel will be replaced in the near future with new construction directly related to the Inn. The building is sited just off the crest of a hill and commands a panoramic view of Lake Winnepesaukee. To take as much advantage of this view and still remain within the budget, a simple rectangular building was designed employing a combination of single and double loaded corridors. The lake side has four stories with the lower and upper floors being served by single loaded corridors. The two





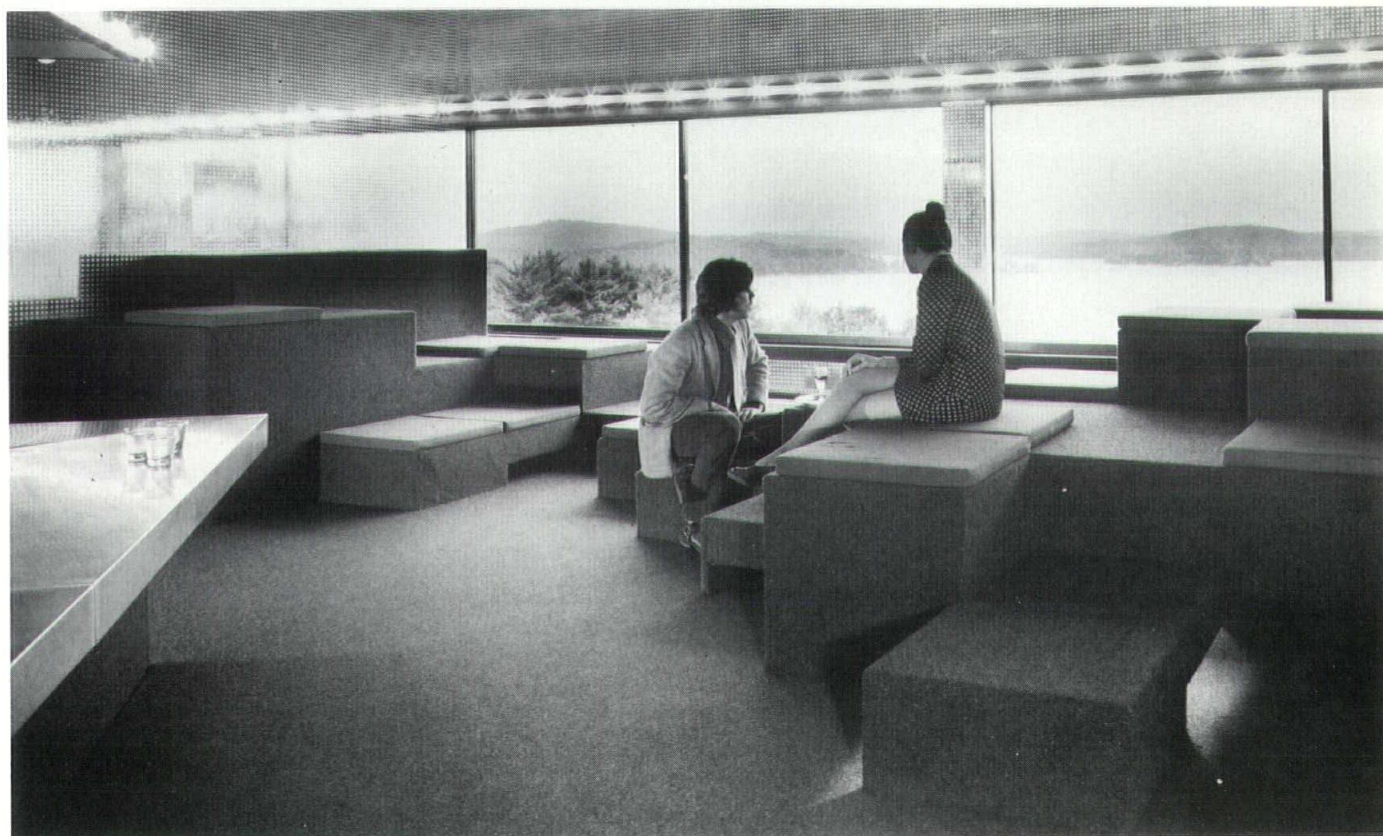
*The rooms have dark brown carpets and white walls and are full of plastic laminated furniture, bright colored spreads and curtains and large geometric prints.*

middle floors are double loaded with an entry on the lower level.

A skylighted porte cochère opens through a low vestibule into a three story skylighted reception area. The upper floor corridors flank this space allowing guests an orientation within the building as well as admitting natural sunlight to the interior passageways. The lobby opens onto a balcony overlooking the lake.

The client requested the use of wood which will be recurrent throughout the future development but, at the same time, he wanted a fireproof structure. A precast concrete skeletal structure was, consequently, sheathed in cedar plywood to accomplish this end, and to facilitate closing the building against weather in the shortest possible time.

A simplicity of volume and detail was dictated by the size of the structure and its hilltop siting. The shed roof keeps this simplicity of volume, and provides high sloped ceilings on the upper floors. The simplicity was further expressed by the use of one exterior material kept completely flush at the planes of the volume. Balconies are deep set and "cut" into this volume.

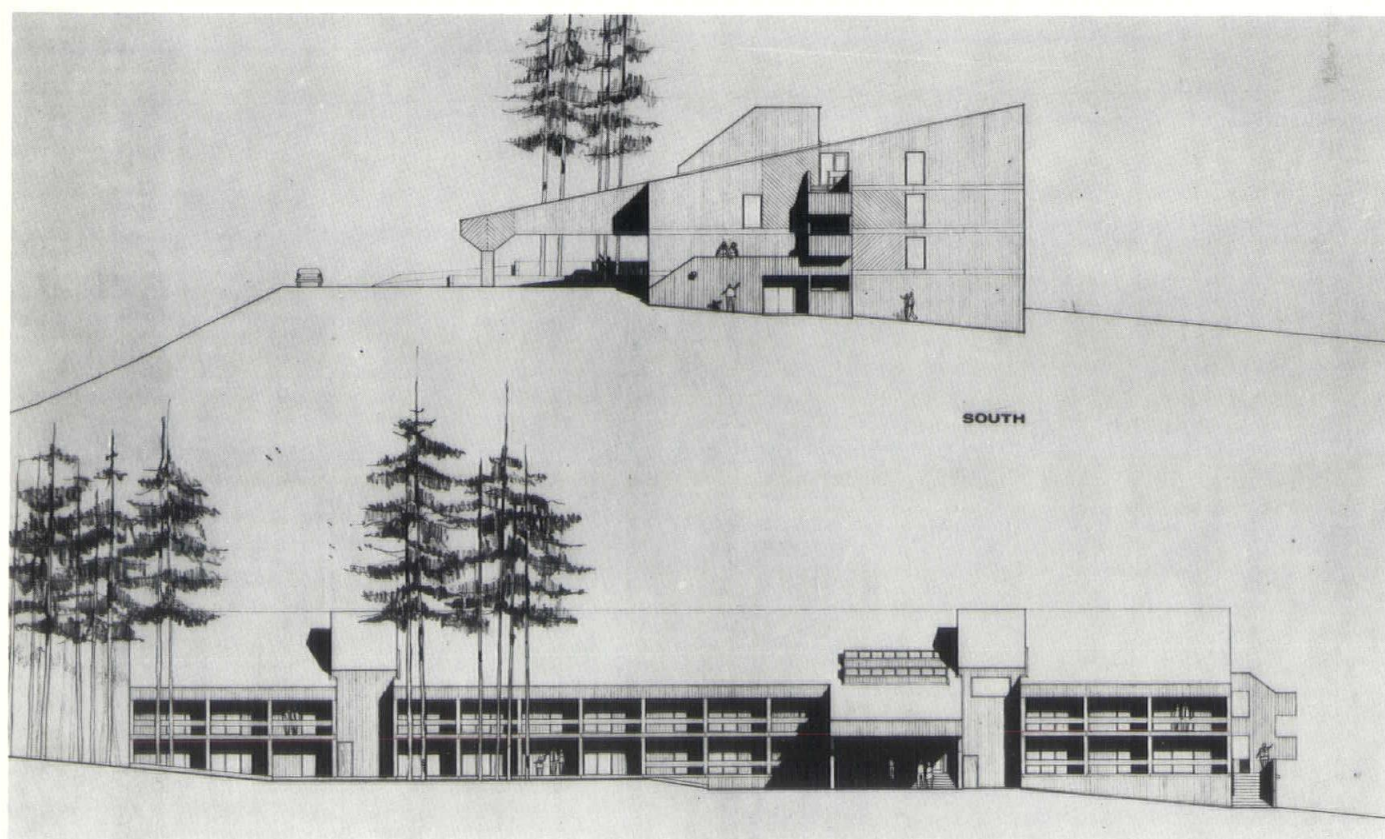


*A top floor cocktail lounge conceived as a counterpoint to the other interiors, has mylar covered walls, a stainless steel bar top and a continuous dark gray carpet over a series of built-up seating platforms. Blue cushions and stainless steel trays define individual seating areas.*





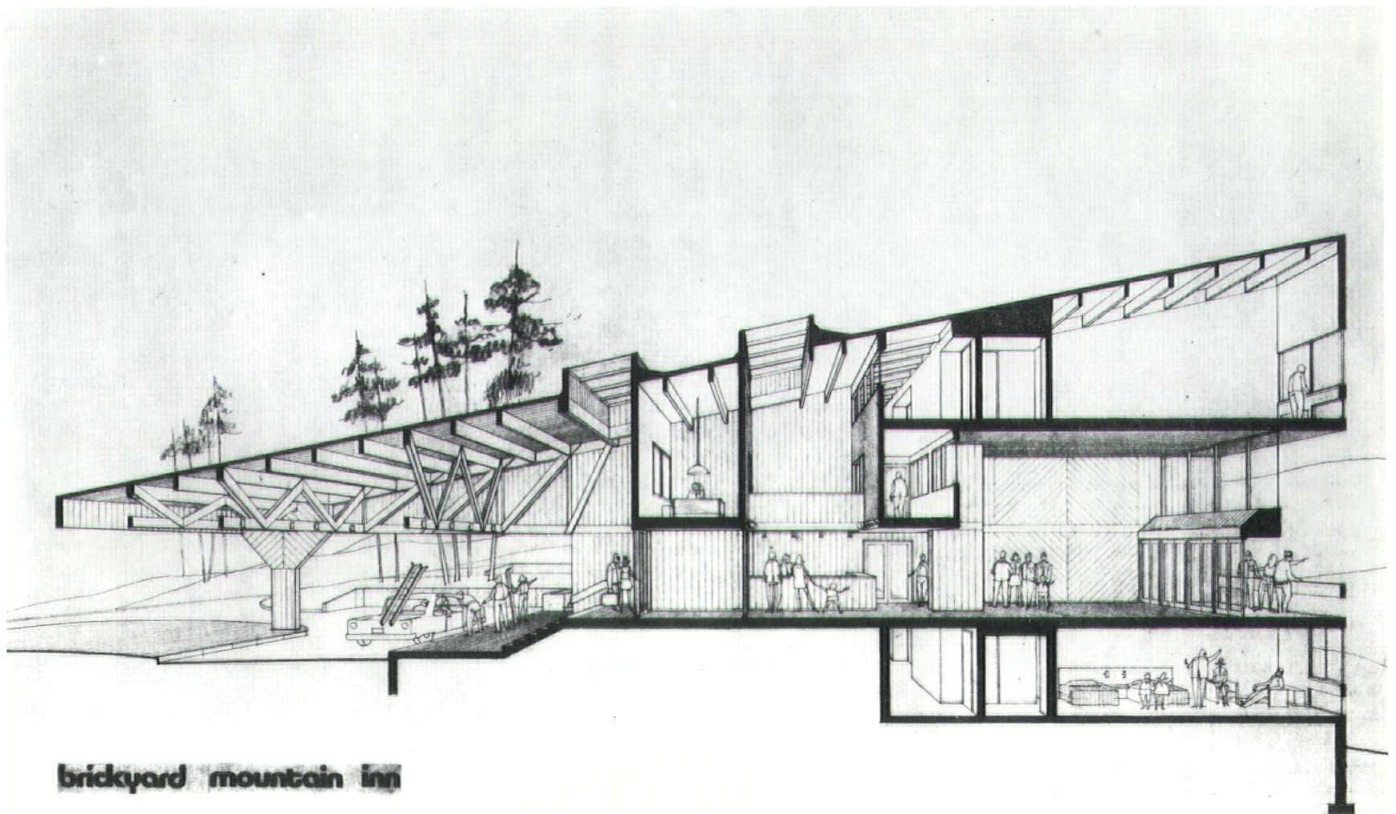
*The building is sited just off the crest of a hill and commands a panoramic view of Lake Winnepesaukee.*



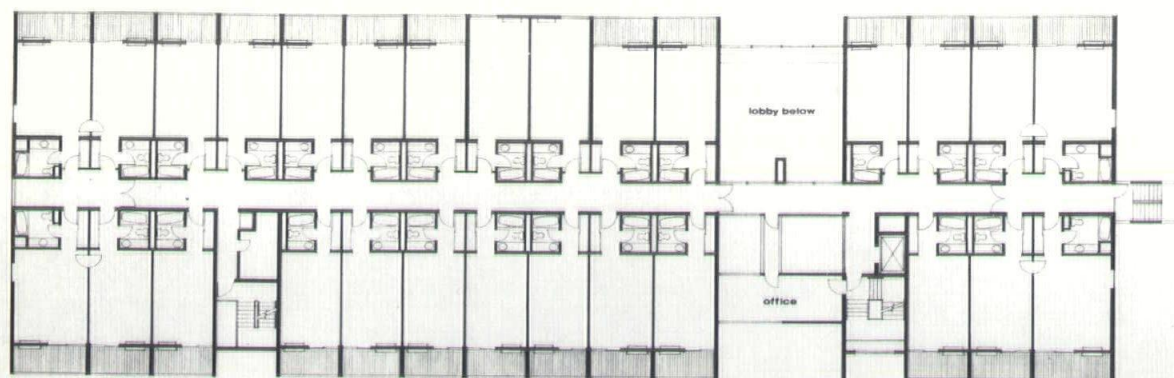




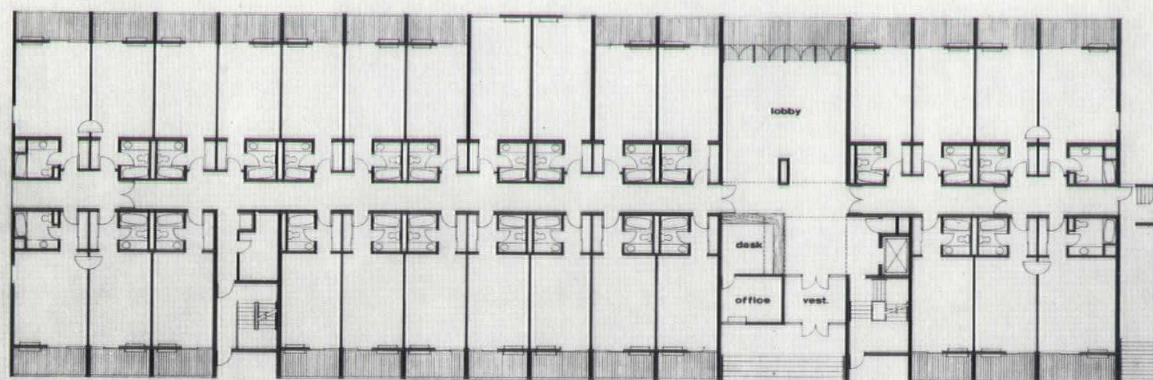
*The lobby opens onto a balcony overlooking the lake.*







SECOND LEVEL



ENTRANCE LEVEL

The rooms are decorated in keeping with the contemporary architecture. They have dark brown carpets and white walls and are full of plastic laminated furniture, bright colored spreads and curtains and large geometric prints. A top floor cocktail lounge conceived as a counterpoint to the other interiors, has a metallic language with mylar covered walls, a stainless steel bar top and a continuous dark gray carpet over a series of built-up seating platforms. Blue cushions and stainless steel trays define individual seating areas.

Principal in Charge: Richard Galehouse.

Project Manager: Dix Campbell.

Project Designer: Stan Fink.

Interior Designer: Timothy Chubbuck.

Client: Brickyard Mountain Corporation.

Structural Engineer: LeMessurier Associates.

Mechanical and Electrical Engineer: Francis Associates.

Contractor: John B. Deary.







## Indian Head Hosts 1,200 At New Nashua Facility

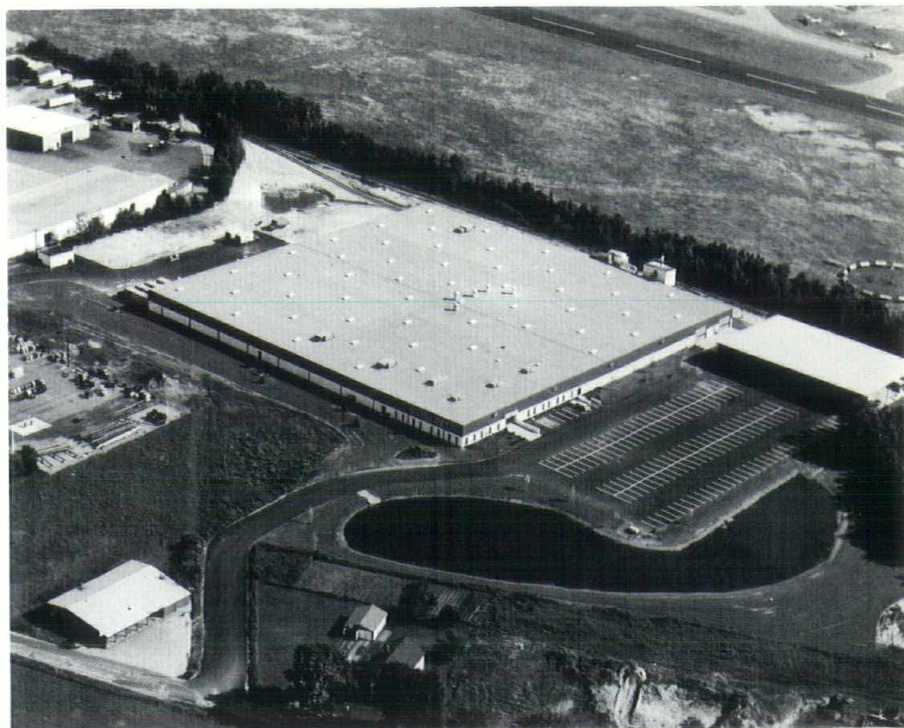
Indian Head Millwork Corp. of Nashua, N.H., held an Open House at its new 180,000-square-foot building off route 101-A on Friday and Saturday, Oct. 6 and 7. Completed in May, it is the state's largest industrial building since Anheuser-Busch located its brewery in nearby Merrimack in 1968.

Indian Head, the largest manufacturer of millwork in New England, opened a 15,000-square-foot warehouse and display area in South Yarmouth, Mass., in 1967. In 1970, the firm built a 45,000-square-foot building on the Wilbur Cross Highway in Berlin, Conn.

The new Nashua plant is located on 13 acres on Cotton Road, about a half mile from the Everett Turnpike. A few hundred yards from Nashua's airport, it is also served by rail.

The new plant replaces several buildings in the East Hollis St. area in Nashua, which contained 120,000 square feet. Indian Head still maintains a display area at their East Hollis St. location.

Manufacturing operations in the new plant began in May.



*Indian Head Millwork's new 180,000-square-foot facility in Nashua, N.H., is the state's largest industrial building since Anheuser-Busch located its brewery in nearby Merrimack in 1968. The plant is located on 13 acres on Cotton Road, about a half mile from the Everett Turnpike.*

Indian Head Millwork Corp. employs 250. Its chief products are pre-hung doors and windows. It supplies residential building con-

tractors throughout New England. The firm has a fleet of 20 trucks in addition to its warehouses on Cape Cod and Connecticut.

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## Ritchie Names Moyes To Development Post



**Peter M. A. Moyes**

Ritchie Associates, Inc., architects and engineers, has named Peter M. A. Moyes, AIA, to the new post of Director of Development. Mr. Moyes joined the firm nine years ago and is a vice president of the organization which specializes in the planning and design of health care facilities.

In his new position, he will be responsible for coordination of activities between the main corporate headquarters in Chestnut Hill, Mass., and the Ft. Lauderdale, Florida office. Mr. Moyes will handle scheduling of office presentations and continue to represent the firm at meetings of professional societies and organizations. His duties as a project architect for Ritchie Associates include Overlook Hospital, Summit, N.J.; Brockton Hospital, Brockton, Mass.; Pondville Hospital, Norfolk, Mass.; and the University of Massachusetts Medical School Teaching Hospital, now under construction in Worcester, Mass.

Mr. Moyes' additional professional memberships include: American Hospital Association, American Association of Hospital Planning, International Hospital Federation, Construction Specifications Institute, Massachusetts Building Congress, and the American Arbitration Association. He is currently president of the Chestnut Hill chapter of Rotary International.

A resident of Wellesley, Mass., he resides with his family at 12 Dennis Road.

## Literature Available On Steel Design Program

A brochure explaining the 1972-1973 Design In Steel Award Program as well as an entry form, are now available from the sponsor of the program, American Iron and Steel Institute.

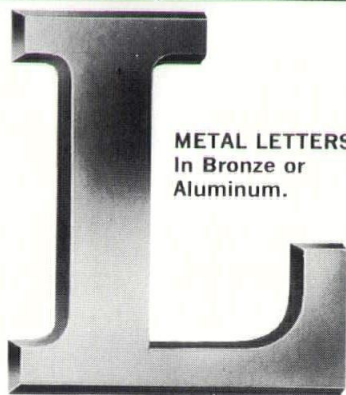
The eight-page brochure presents the purpose, eligibility, awards, categories, submissions format, judges and other information necessary for anyone interested in entering the

design program.

Individuals or teams of design professionals practicing in the Americas are eligible for the awards. Entries are due by January 26, 1973. Submissions are limited to products or components initially offered for sale after January 1, 1970 (or in the case of structures, those completed after January 1, 1970).

For copies of the brochure and entry form, without charge, write to Design In Steel Award Program, 201 East 42 Street, New York, N.Y. 10017.

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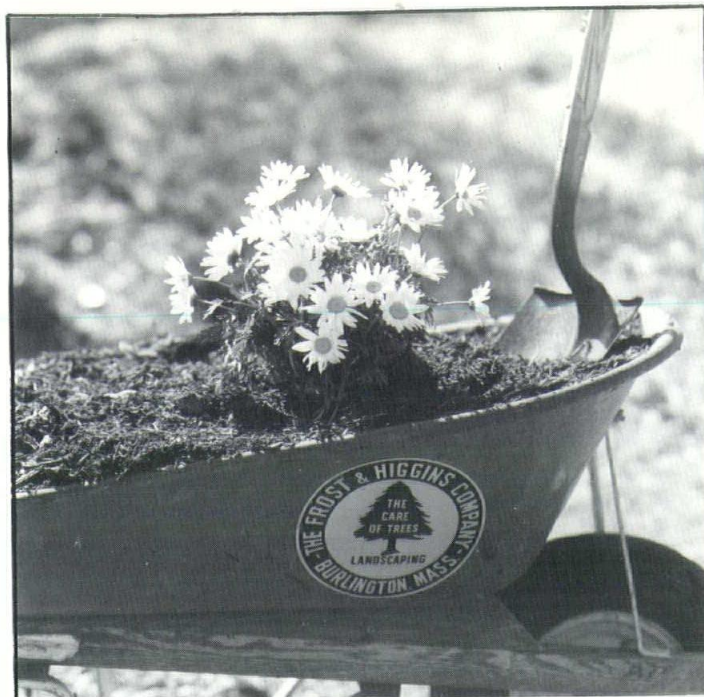
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### Powers New President of Sprague Energy

Axel Johnson, of the Board of C. H. Sprague and Son, has announced the appointment of Henry M. Powers as President of the firm. The announcement includes the promotion of George H. Seal to Vice-Chairman of the Board of Directors. Both appointments have become effective October 1.

Powers is a native of Bath, Maine, a 1954 graduate of the Marine Maritime Academy and a Licensed Marine Engineer. He served as a Lieutenant in the United States Navy and undertook graduate studies in Business and Industrial Management at Johns Hopkins University. In 1961 he joined the Sales Department of C. H. Sprague and Son and was appointed Vice President of Marketing in 1968. Powers resides with his family in Portsmouth, New Hampshire.

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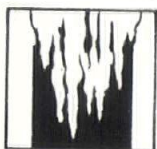


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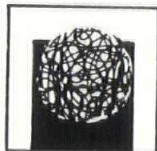
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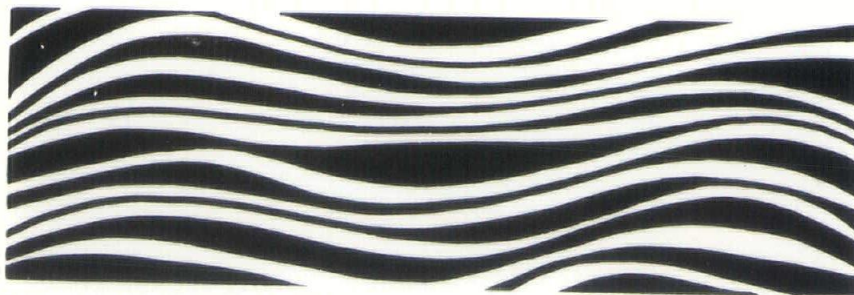
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